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PORT ARTHUR

LAKE SUPERIOR



A VIEW OF PORT ARTHUR, SHOWING THE DOCKS AND THE WORLD'S GREATEST GRAIN STORAGE PLANT

THE GENEVA *of* CANADA

"The City is Yours"

"Glad to See You"

FOR INFORMATION WRITE SECRETARY BOARD OF TRADE, PORT ARTHUR

Issued by the Board of Trade, Port Arthur, August, 1913.

THIRD EDITION

PORT ARTHUR "THE CITY OF CERTAINTY"



A Delightful Halting-Place



PORT ARTHUR, the city which is half-way between the Atlantic and Pacific Oceans, makes a charming stopping off place for the transcontinental traveller. The long journey from coast to coast necessitates the calling of a halt for rest and recuperation, and Port Arthur is the place — an up-to-date city — yet close to Nature.

VISITORS TO PORT ARTHUR WILL NEVER FIND TIME HANG HEAVY ON THEIR HANDS

THE great objection to many tourist and pleasure resorts is that there is nothing for the visitor to do. Occasional boating trips on a small inland lake, with a visit now and again to the local library, constitute the day's doings at many of these so-called pleasure resorts.

What are conditions at Port Arthur?

Enough is going on here at Port Arthur to keep a visitor interested and all his time taken up for two or three months.

"COME AND SEE"

IN this city, from Port Arthur's hill crest, is the finest panoramic view in the Dominion of Canada, a few minutes' walk from the centre of the business section.



OVERLOOKING PORT ARTHUR AND LAKE SUPERIOR

Directly on the edge of Lake Superior, the largest known body of fresh water in the world.

Boating, fishing, hunting and sport of all kinds.

Port Arthur is the centre of big game hunting: moose, bear, caribou and deer in abundance, also feathered fowl of all kinds. Rabbits and hares in profusion.

For the literary inclined, Port Arthur offers attractions in the shape of a well-stocked library, free, containing all the latest fiction and most modern works of reference.

PORT ARTHUR'S SLOGAN FOR 1913 — "PUSH, PROGRESS AND PROSPERITY"

World's Greatest Elevator



ONE OF THE LARGE TERMINAL ELEVATORS AT HEAD OF CANADIAN LAKE NAVIGATION

CANADIAN NORTHERN RAILWAY ELEVATORS PORT ARTHUR

TOTAL STORAGE CAPACITY	9,500,000 bushels
TOTAL SHIPPING CAPACITY, To Vessels	200,000 bushels per hour
TOTAL UNLOADING CAPACITY	30 cars per hour
TOTAL CLEANING CAPACITY	45,000 bushels per hour
TOTAL DRYING CAPACITY	1,000 bushels per hour

The grain is stored in 240 fireproof tanks, each 85 feet high, in addition to two million bushels capacity in the unloading and shipping units "A" and "B"

From August 31, 1911, to Dec. 13, 1912, a little over 15 months, 50,360,563 bushels of wheat, oats, barley and flax, were handled in this one elevator.

GRAIN SHIPPED FROM THE CANADIAN HEAD OF THE LAKES

1906-7	70,195,880 bu.	1909-10	78,481,035 bu.
1907-8	68,194,300 bu.	1910-11	95,182,011 bu.
1908-9	77,906,102 bu.	1911-12	143,046,840 bu.

From Sept. 1st to Dec. 1st, 1912, lake shipments reached the enormous total of 76,567,589 bushels.



Shipping in Navigation from Superior — Head of Lake Superior — Port Arthur

LAKES
UNIVERSITY
LIBRARY

PORT ARTHUR

LAKE SUPERIOR



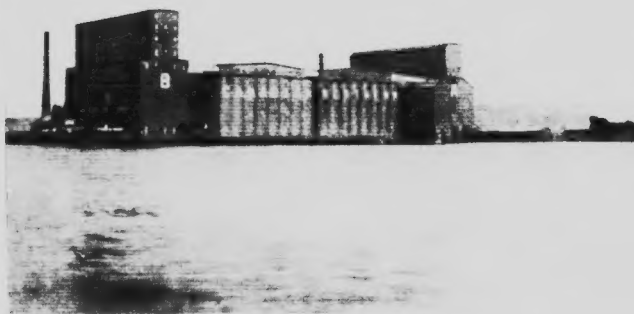
A scene at the docks, Port Arthur, showing three types of lake vessels: a private yacht, an upper lake passenger boat and a Montreal freighter.

THE OUTLET *to the* WESTERN WHEAT FIELDS

**The Natural
Water Con-
nection with
the European
Grain Markets**

**Winnipeg to
Port Arthur by
Rail 438 miles**

**Port Arthur to
Liverpool by
water 4200 miles**



PORT ARTHUR'S MAMMOT-ELEVATOR

**The Grain
Route of the
West to Great
Britain and
European
Countries**

**Winnipeg to
Vancouver by
rail 1476 miles.**

**Vancouver to
Liverpool by
Panama Canal
8500 miles**

PORT ARTHUR'S PLEASURE RESORTS ARE UNEQUALLED

PLEASURE RESORTS

SILVER ISLET, on Lake Superior, twenty three miles distant by boat from Port Arthur, one of the finest summer resorts on the continent. Boat service twice daily.

Kakabeka Falls, twenty two miles distant by road or rail, as high as Niagara.

Amethyst Harbor, a newly opened up beauty spot, with boating and fishing galore.



AMELYSE HARBOR, PORT ARTHUR'S RECREATION GROUNDS

Lake Nipigon and the Nipigon River, finest trout fishing in the world.

Loon Lake, a few miles east of Port Arthur, on the main line of the C.P.R., with all the features of a summer home that go to make holiday life worth living.

Current River Park, Port Arthur, the campers' Paradise.

Within a few hours of Port Arthur, the jaded city man, who wishes to get "back to Nature," can find himself completely in the wilds. "back in the woods" - yet in communication with civilization whenever he desires.

A visit to Chicago during the summer of 1912 convinced the writer that thousands of weary men wish to spend their holiday out in the woods. The neighborhood of Port Arthur supplies this demand.

Port Arthur a Haven of Rest

HAY FEVER UNKNOWN

HAY FEVER, the curse of many Canadian and American cities, the big bear of thousands of victims, does not exist at Port Arthur.

It cannot exist.

Why not?

Because the pollen of the golden rod and rag weed, the pestiferous, germ-bearing dust so dreaded by hay fever subjects, cannot cross Lake Superior. Nor can it thrive where water is, as the damp strata of air draw it down into the lake.

PORT ARTHUR HAS THE LARGEST ELEVATOR IN THE WORLD

A short educational campaign, conducted last summer in Chicago, under the auspices of the Port Arthur Board of Trade, brought astonishing results in September, 1912. Many visitors came to Port Arthur, obtained relief IN EVERY CASE from their hay fever, and returned home sounding the praises of the city at the head of the lakes. During the summer of 1913 these same people are coming back to Port Arthur and bringing their friends.

Full particulars about Port Arthur, a city where hay fever is unknown, furnished on application to the Secretary of the Board of Trade.

A BLAZE OF LIGHT AT NIGHT

PORT ARTHUR is the best lighted city in the Dominion of Canada. From the bay or railroad the city at night looks like fairyland. Every street, business and residential, is illuminated with hundreds of electric lights, fed from Kakabeka Falls, the power transmitted by the Hydro Electric Power Company.

Something About our City

PORT ARTHUR was established as a municipality in 1872 under the name of Prince Arthur's Landing, and as a city it was incorporated in 1907. It is ten square miles in area, has thirty miles of street car tracks, and a water supply of 125,000 horse power. The drainage is unequalled, the city being on a gradual slope which rises to a height of 300 feet. The nearest large city is Winnipeg, 438 miles west, and Port Arthur is served by three railways. Its markets for produce are both east and west, the radius of distribution for wholesalers being 350 miles east and 400 miles west. The principal sources of wealth are mineral and cereal, and our natural claims to advancement are shipping, mining, agriculture and iron deposits and manufactories. Port Arthur's transport claims to advancement are water lines from the ocean to the head of inland waters, making it possible for steamers direct from Great Britain and from German ports to traffic to Port Arthur. The soil is a decayed vegetable matter in formation, of a rich, loamy quality, with a depth of from eight to fourteen inches to a clay base.

The land is suitable for the breeding of horses, cattle, sheep, pigs, poultry and for the dairying and cheese industries, also for the raising of vegetable truck sufficient for all local demands, and apples, pears, grapes and all small fruits can be grown to advantage.

Openings unlimited are presented for wholesale distributors, and there is a fair demand at all times for artisans, laborers, and store employees. The field for retail traders is fairly well covered.

Climate

"The climate's delicate, the air most sweet," Shakespeare.

THE climate is moderate, and compares favorably with any portion of eastern Ontario. Thunder Bay and Lake Superior are great equalizers of temperature. The month of October and the early part of November cannot be surpassed for lovely, sunny weather. Indian summer is seen at its best at Port Arthur.

Taking twelve months in the year, the average temperature at Port Arthur is thirty-seven degrees, a good showing for the cold, bracing winter, and the warmth of summer, which is always tempered by cool breezes.

It has been proved by actual experience that skilled mechanics, employed on piece work in Port Arthur, can earn more money in a day's work than they can in almost any other climate.

PORT ARTHUR WHERE HAY FEVER IS UNKNOWN



ONE OF PORT ARTHUR'S RESIDENTIAL STREETS

City Hall

PORT ARTHUR has in contemplation the erection of a magnificent city hall, to cost over a quarter of a million dollars, for which a site has recently been secured at a cost of \$200,000. The work of building this immense structure will be commenced in 1914.

Miscellaneous

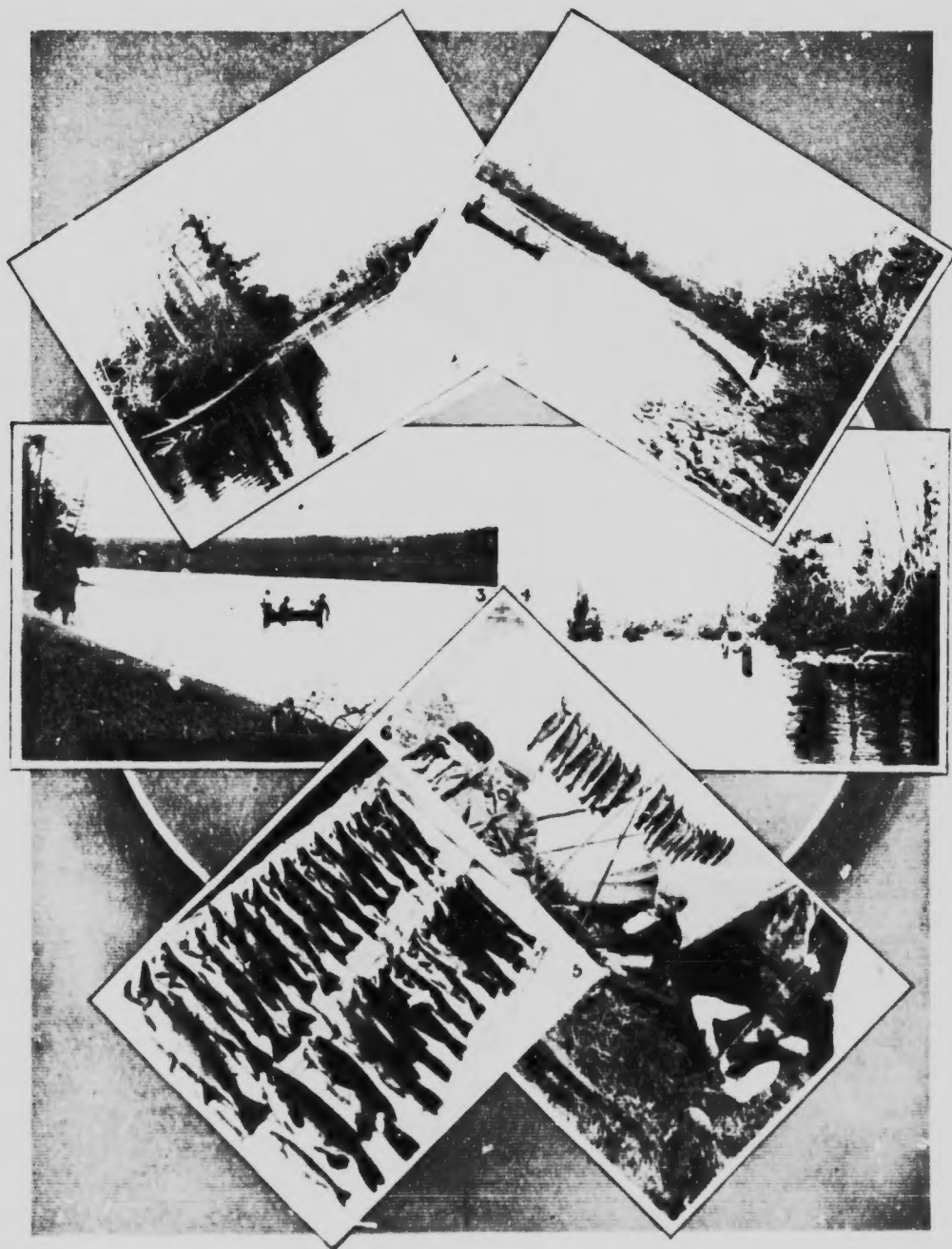
PORT ARTHUR is a city of churches. Every denomination and every religious creed is well represented at the head of the lakes, and handsome edifices in most instances mark the devotion of the adherents. New sacred buildings which are to be erected in the near future include a Roman Catholic Cathedral, an Italian Church (in course of construction), a memorial church for the Anglians, to cost \$100,000, a new large Presbyterian Church which is now under construction and will be of noble proportions, and a costly Swedish Lutheran Church.

Theatres and picture palaces are here in abundance and there are many clubs and society lodges.



SECTION OF PORT ARTHUR'S WATER FRONT

WORLD'S BEST TROUT FISHING ABOUNDS IN THIS DISTRICT



SCENES FROM LOON LAKE

Photo 1. The "Loon" River.

Photo 2. The "Loon" River, showing the bridge over the river.

Photo 3. The "Loon" River, showing the bridge over the river.

Photo 4. The "Loon" River, showing the bridge over the river.

Photo 5. The "Loon" River, showing the bridge over the river.

PORT ARTHUR'S HOTEL ACCOMMODATIONS ARE FIRST CLASS



THE C. N. R. HOTEL, PORT ARTHUR

Where to Go when you get to Port Arthur

WHERE TO STAY AND HOW TO FIND ACCOMMODATION

In all likelihood a tourist hotel for visitors will be erected in the near future, and already Port Arthur is well equipped with hotels and boarding houses where, for a reasonable price, excellent accommodation can be obtained.

First and foremost is the Prince Arthur hotel, a noble caravansera erected in 1910 and 1911 by the Canadian Northern Railway at a cost of \$450,000. Port Arthur has obtained more publicity from the erection of this building than can be estimated, and a large tourist trade of the best class has been built up by the presence of this hotel alone. European plan—\$1.50 up.

The Algoma Hotel, owned and operated by Messrs. Merrill and Hodder, has for years enjoyed an unbounded measure of popularity and patronage under the able tutelage of the genial George Hodder, Port Arthur's Boniface-in-Chief. American plan—\$2.00 up.

The Mariaggi, which occupies a commanding position on the waterfront, is one of Port Arthur's most popular hotels, and has a large tourist and commercial trade. It is replete with every modern convenience and is firmly established as one of Port Arthur's best hostels. American plan—\$2.50 up.

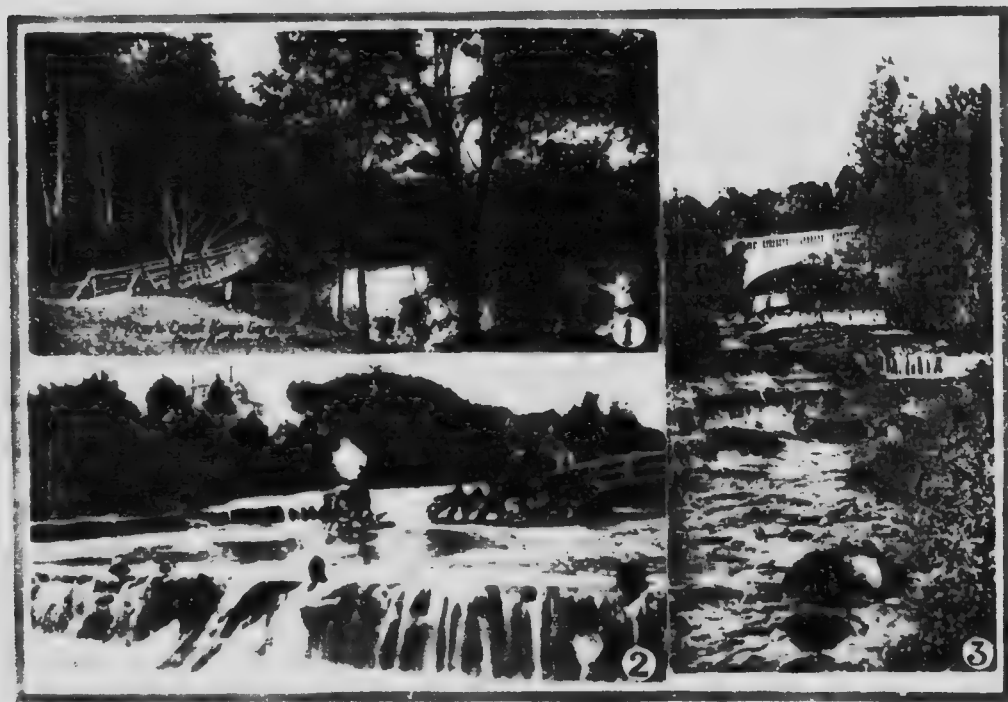
The Vendome is one of Port Arthur's newer hotels, but, through entering to the tourist business and by careful attention to the operation of a first-class house, it has succeeded in building up one of the best hotel trades in the district. The excellent dining room and meals provided are features of this house, and Manager Mulvey has only himself to congratulate in having from the first built up a splendid business here. The rates are on the American plan, being \$1.50 up.

Other hotels are to be found in Port Arthur without number, varying in accommodation naturally according to their charges. Among the principal of these are: New Ontario, Mining Exchange, Western, Ottawa, White House, Brunswick, Canadian Northern, Union, Kinderley, King Edward, Queen's, Windsor.

Access to the Port Arthur hotels is the easiest. They are all available from either boat or train, being within a few minutes' walking distance of railway stations and steamer docks. Several of these hotels have porters and conveyances to meet all trains and steamers.

In addition there are plenty of good lodging houses and private places where the best of board and accommodation can be procured.

PORT ARTHUR'S BOARD OF TRADE INVITES YOU



TO ENJOY THE SCENIC BEAUTIES OF THIS VICINITY



VIEW OF THE SCENIC BEAUTIES OF THIS VICINITY

WHEN IN PORT ARTHUR SEE OUR MANY WATERFALLS

FROM the entrance to Port Arthur's avenue of birch, 250 feet above the lake level, the trees, on which the City of Port Arthur is built, gradually slope down to Thunder Bay, only one mile distant. At this point one of the most magnificent views in the world is unfolded before the spectator. Directly beneath lies Thunder Bay, 16 miles wide and 35 miles in length, and surrounded by bold and rugged hills. The main outlet from this grand amphitheatre to Lake Superior is directly in front, guarded on one side by Thunder Cape, known to the Indians, on account of its peculiar formation, as the Sleeping Giant, which rises to a height of 1300 feet, and protected on the other side by Pie Island, a long island with lofty wooded hills, which almost joins the mainland to the south. Between these two guardians of the entrance to Port Arthur and her twin city, Fort William, lie two small islands, most appropriately called the Welcome Islands. In this distance can be plainly seen, over the low lying Welcomes, the bold headlands of Isle Royale rising from the waters of Lake Superior, United States' territory, and the outer guardian of Thunder Bay.

To the South, where Pie Island ceases, with a stretch of only a few miles of water, through which vessels from Duluth enter Thunder Bay, begins on the mainland another long range of hills, on which lies Loch Lomond, 600 feet above the level of Lake Superior, only a few miles away. Loch Lomond is a beautiful lake, over five miles long, and is the source of water supply for the City of Fort William, the boundaries of which begin in the shadow of Mount McKay, 1000 feet high, stretch along the lowlands bordering the Kaministiquia River, on the shores of which that city is built, and join Port Arthur to the north, forming the Twin Cities of Lake Superior, practically one city, and destined to be, with the deep water channels to the sea, in course of construction, when completed, the ocean port of Western Canada for eight months of the year.

All this can be seen with one glance from this excellent vantage ground, of which a picture is found on the preceding page. Through this avenue visitors may drive to Port Arthur's famous Golf Links



THE TWIN CITIES OF LAKE SUPERIOR, PORT ARTHUR

100

M. M. K.

BIG GAME IN ABUNDANCE IN THIS DISTRICT



CAMERON FALLS AND CAMP ALEXANDER NEAR FORT ARTHUR

View of the river which will be developed into electrical energy for Port Arthur and Fort William. The river is the source of the power for the Canadian Northern Railway. The river is the source of the power for the Canadian Northern Railway.



KAKABEKA FALLS WHERE POWER IS GENERATED FOR FORT ARTHUR

The power generated at this falls is used for the Canadian Northern Railway. The power is generated at this falls for the Canadian Northern Railway.

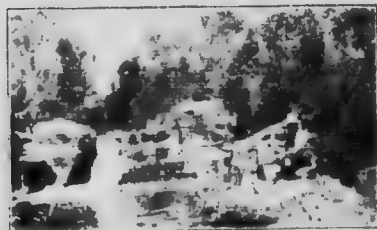
OUR RECREATION ATTRACTIONS SHOULD INDUCE YOU



MAKING A HIDE



THE HIDE SEEN IN SEASON WHICH AWAY THE STEELMAN WOLF
VICTORY 1914 AD.



A HUNTER'S WE WAM WHICH IS MADE OF HIDE & HARK

MR. BUSINESS MAN, TO LOCATE AT PORT ARTHUR

Port Arthur's Alphabet

Assessments

1906	\$5,023,889.00
1910	13,496,080.00
1911	17,767,887.00
1912	26,385,452.00
Valuation, 1911	25 per cent
Valuation, 1912	33 1/3 per cent

Banks

Eight chartered by the Dominion Government, and one private banking house, the oldest and largest in Canada. At least one more chartered bank in contemplation for 1913.

Customs

Customs House returns for 1912 would have reached the million dollar mark had not the duty on all coal entries from July 1911 to December 1911 been refunded by the Government.

Distributing point for New Ontario and Western Canada

Educational facilities include finest Collegiate Institute in the Province, Ward Schools, Separate Schools, Manual Training and Domestic Science Departments

Fire Protection of the very latest, consisting of an expensive and up-to-date fire alarm system, with central and district fire stations

Grand Terminal of the Canadian Northern Railway, where steel ends, soon to be connected by an all rail route from Toronto to the Pacific Coast. On the main line of the C.P.R.

Head of Lake Superior, "where rail and sail meet," and at the top of the finest clay belt on the continent

Inducements to settlers, especially for mixed farming, very many and attractive

Judicious administration of municipal franchises has placed them all on a paying basis

Kingly in the extreme is Port Arthur's municipal situation

Largest elevator in the world is at Port Arthur, total capacity 1,000,000 bushels, including a two and a half million bushel annex recently completed

Many manufacturers have located here. Room for more, and they are coming

No possibility of stagnation. Steady growth and progress without undue "booming"

Operation of municipal franchises on paying basis is Port Arthur's "long suit." Waterworks, telephone, electric light, street railway, all operated by and for the people

Port Arthur is the "silver gateway of the golden west," the end of the funnel through which the world's granary pours its golden store, the pivotal and focal point of all trade and commerce

Quick to grasp the strategic points which go to make up a growing city. "We are on the map to stay"

Railway and shipping facilities of the very best

Streets paved and improved, the talk of every visitor and the pride of every citizen

Tourists find at Port Arthur, within a few miles of the city limits, and without foregoing any of the comforts and pleasures of a modern city, all the joys of the northern wilds, where the streams and forests teem with big game and fish

Unquestionably free from "wild catting" or exploiting, as a real estate centre

Vast tracts of industrial and aviation territory set aside for the benefit of manufacturing and business

Water power and industrial site, with a modern system of electric power, due to the Lake Superior

X Rays, Roentgen rays, and other scientific instruments at Port Arthur for the benefit of the community

Y. M. C. A. works, the largest in the world, recently erected in a modern building, with every comfort

Zephyrus, howling, sweeps along at Port Arthur, with other places sweeter in tropical heat

PORT ARTHUR'S INFORMATION BUREAU—SECRETARY, BOARD OF TRADE



PORT ARTHUR'S INFORMATION BUREAU



VIEW OF THE STREET IN FRONT OF THE INFORMATION BUREAU



VIEW OF THE STREET IN FRONT OF THE INFORMATION BUREAU

PORT ARTHUR IS CLOSE TO NATURE

Industries to Visit

PORT ARTHUR is more than a pleasure resort. It is an industrial centre. Any of the following places can be visited at any time, and courteous treatment will be meted out by officials who welcome visitors.

- | | |
|--|--|
| The Western Dry Dock and Shipbuilding Company. | The Port Arthur Elevator Company's Plant, largest in the world. |
| The Port Arthur Wagon Works. | The Canadian Government Terminal Elevator, now under construction. |
| The Dominion Government Fish Hatchery. | The Pigeon River Lumber Company. |
| The Canadian Northern Coal and Ore Docks. | |
| The Atikohan Iron Company's Blast Furnace. | |



VIEW OF CANADIAN NORTHERN RAILWAY TERMINALS AT PORT ARTHUR

PORT ARTHUR "THE CITY OF CERTAINTY"

Facts and Statistics about Port Arthur

"WATCH PORT ARTHUR GROW"

VITAL STATISTICS

For 1912 —	
Births	499
Marriages	236
Deaths	270

For 1911	
Births	470
Marriages	191
Deaths	224

POPULATION

1901	3,148
1906	7,000
1911	14,000
1912	15,764
1913	estimate 20,000

BUILDING PERMITS

1909	\$ 600,000.00
1910	892,681.00
1911	595,180.00
1912	2,494,179.00
1913	estimate 4,000,000.00

PORT ARTHUR. "WHERE RAIL AND SAIL MEET"

In her percentage increase of building permits for 1912, Port Arthur leads every city in the Dominion of Canada.

CUSTOMS RETURNS

1909	\$432,189.17
1910	485,113.57
1911	886,491.53
1912	843,698.64

The apparent decrease in 1912 is explained by the fact that coal entries were allowed a rebate in duties on account of coal shortage in the West.

SEWERS—Mileage (Aggregate)

1908	15	1909	18.16	1910	23.03
1911	26.78	1912	29.5		

WATER MAINS—Mileage (Aggregate)

1908	17.5	1909	21.94	1910	26.68
1911	29.5	1912	32.58		

PAVED ROADS—Square yards (Amount laid each year).

1908	10,051	1909	10,060	1910	66,171
1911	6,800	1912	31,013		

This yardage represents 435 miles of road road pavement.

POST OFFICE RETURNS (Dominion)

1909	\$21,659.57
1910	22,616.49
1911	27,843.72
1912	32,271.00

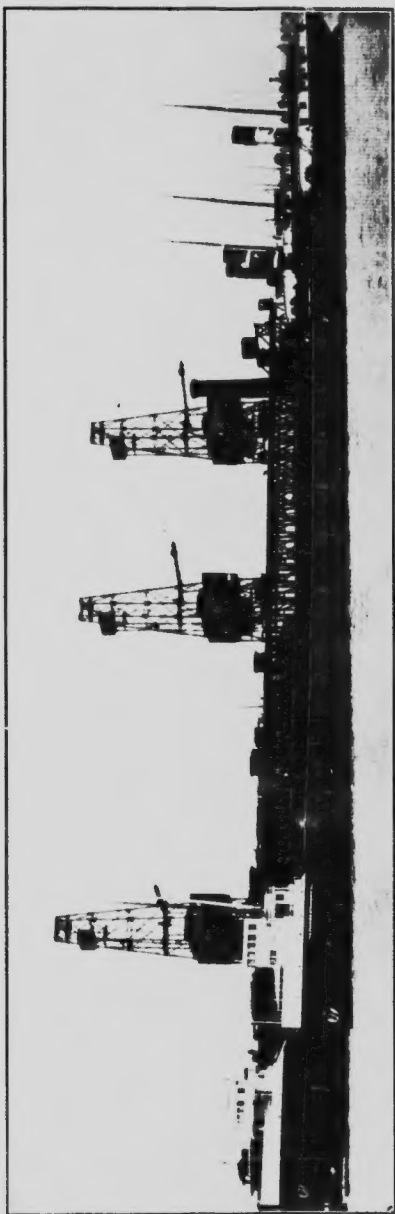
Number of Water Connections in Port Arthur 2,546
Number of Sewer Connections in Port Arthur 2,530

Locate at Port Arthur, "The City of Certainty"



LAUNCHING OF THE STEAMER "KALGARIAN" AT THE WESTERN DRY DOCK AND SHIPBUILDING PLANT, PORT ARTHUR

PORT ARTHUR'S SHIPPING FACILITIES ARE THE BEST

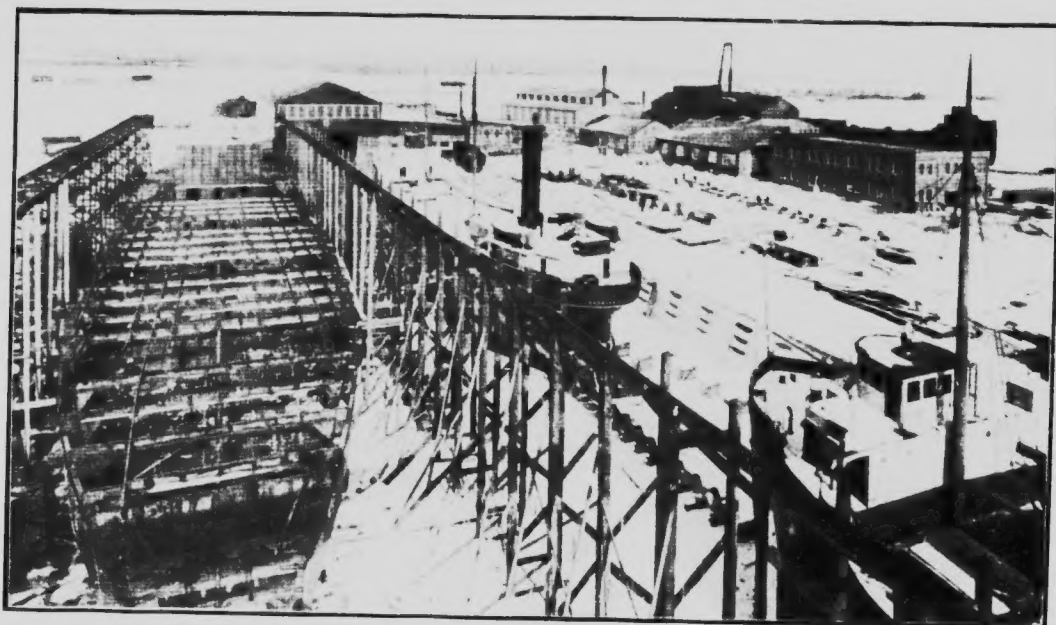


PORT ARTHUR COAL DOCK STORAGE CAPACITY 750,000 TONS



SECTION OF PORT ARTHUR DOCKS

PORT ARTHUR'S NATURAL ADVANTAGES INVITE MANUFACTURERS



VIEW OF THE WESTERN DRY DOCK AND SHIPBUILDING COMPANY'S PLANT, PORT ARTHUR



NORTHERN NAVIGATION CO.'S STEAMER "LEONORA" AT PORT ARTHUR